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INFORMATION REPORT

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COUNTRY USSR (Moscow Oblast)

SUBJECT Zhukovski Airfield and TsAGI Test Plant

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1. Location: (Annex 1).
2. Layout: (Annex 2).
3. Panoramic sketch of TsAGI Plant: (Annex 3, sketch 3).
4. Wind tunnel of TsAGI Plant: (Annex 3, sketch 4).
5. Working time in TsAGI Plant: Three shifts.
6. Flying activity: There was much flying but no bad weather or night flying was observed.
7. Aircraft types (Annex 4):

4. Tyne 1 (present at the field since October 1948):

Power plant: Turbo jet power plant, exact number of engines unknown, presumably one engine in fuselage, air intake in nose, air exhaust at tail.

Wings: Mid-wing monowhane, pronounced sweep back, no dihedral, leading and trailing edges tapering, rounded tips.

tail unit: Clover leaf-shaped elevator assembly

Landing gear: not observed.

Wing: Lower than wing span, section forward of wing root shorter than aft of it.

Streamlined cockpit, center of cockpit about in line with leading edge of wing.

Weapons: none observed.

Color: a glittering silver-gray; no markings.

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- b. Type 2 (seen since the spring of 1949 but not as often as type 1):

Power plant: Two jet engines under wings, built slightly into the wings (not seen on underside of wings).

Type 2 was of the same configuration except the cabin and tail unit.

Cockpit: Glazed nose extending into fuselage and cockpit (sketch 2, Annex 4).

Tail unit: Elevator assembly set in upper third of swept-back rudder assembly (exact position not clearly remembered) whereas rudder assembly of type 1 plane looks like an elongation of the fuselage sweeping high to the rear.

- c. Type 3 (seen since October 1948): Four-engine monoplane. (For special features see sketch 3 on Annex 4).

- d. Type 4 (seen since 1949, exact date not remembered): Four-engine monoplane.

Special features: Nose and propellers in line, radial engines, trapezoidal wings, cut wing tips. This type plane occasionally carried a parasite, similar to type 1 plane, but painted red. The parasite was not released. The speed was estimated at 350 to 400 km/h. The speed of the fighters seemed to be very high. The planes are assumed to be faster than the fighters of US make later observed in Munich.

8. a. Radar sets were not seen. No bulges, plexiglass sections etc. were noticed on the aircraft.
- b. No flying accidents were witnessed.
- c. Source believes the TsAGI Plant to be a developmental plant for airframes and jet engines. Rocket engines were not seen. Source considered the Soviet efforts and progress noteworthy.

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Comment:

- a. The accurate sketches on the location and layout of the TsAGI Plant are supplemented by the panoramic sketches on Annex 2. It is difficult to identify the aircraft type 1 reproduced on Annex 4, sketch 1. On the basis of the furnished data the plane is believed to be type 20 or 21.
- b. The plane with two jet engines reproduced on sketch 2 of Annex 4 is type 17. The descriptive data contribute supplementary information on this type aircraft. The bent-up tail as shown in sketch is believed to represent the wedge-shaped vertical fin with rudder and the elevator assembly set high at the rudder assembly.
- c. The information that two four-engine aircraft types were seen is noteworthy since similar observations were previously made by other sources. The type 3 plane on sketch 3 of Annex 4 represents a L-29 duplicate. The type 4 plane may be a Pe-8 or a duplicate of the L-29.

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4 Annexes, Blueprints: 1. Location sketch of the
Zhukovski Air Force Installation.

2. Layout sketch of Zhukovski
and TsAGI Plant.

3. Panoramic sketch of TsAGI
Plant.

4. Aircraft at the Zhukovski
Airfield.

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Legend of Annex 1:

Location Sketch of the Zhukovski Air Force Installations

- 1 Ramenskoye-Zhukovski metropolitan railroad station; double-track line
- 2 Road sign stating: To Moscow 45 km; to Ramenskoye 2 km
- 3 Transformer station with two overhead lines (steel trellis masts with six wires each)
- 4 Likovo airfield
- 5 Four masts of a radio station
- 6 Asphalt road (all roads entered in the sketch are asphalted)
- 7 PW Camp No 7858
- 8 Factory road (the course of the road was not visible in its entire length but it was assumed to lead to the airfield item 14)
- 9 Road and railroad connection to airfield
- 10 Row of three and four-story houses, some still under construction
- 11 Row of three and four-story houses
- 12 Two-story houses
- 13 Town center with administration, public buildings, etc.
- 14 Factory airfield (not seen, location assumed from flying activity)
- 15 Residential area under construction, mostly detached houses

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Legend of Annex 2:

Layout sketch of Zhukovski and TsAGI Plant

- 1 No metropolitan railway station and Kamenskoye
- 2 Transformer station
- 3 Blag stone plant
- 4 KPP (?)
- 5 Long distance heating plant (two boilers)
- 6 Concrete plant
- 7 TsAGI truck garage and repair shop
- 8 Motion picture theater
- 9 Six-story warehouse
- 10 Fire department
- 11 TsAGI administration
- 12 Asphalt factory (for road construction)
- 13 Large bakery (under construction)
- 14 Bath
- 15 Old factory building, now workers' quarters
- 16 Diesel station (construction started in December 1948,
almost completed)
- 17 Residential area under construction
- 18 Village of Kolonets, road to Bikovo and Moscow
- 19 Section of Zhukovski, rows of houses under construction
- 20 Stadium
- 21 Detached houses with flat roofs
- 22 Entrance building of TsAGI research institute
- 23 Small building

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- 24 Workshop with glazed fronts
- 25 Administration section
- 26 PW camp No 7858
- 27 Asphalt road lined with trees
- 28 Workshop, front side 50 meters long
- 29 Glazed front
- 30 Low workshop (glazed)
- 31 Wind tunnel
- 32 Unknown building
- 33 Assembly shop, entirely glazed toward the road
- 34 New six-story administration building (completed in May 1949)
- 35 Engine test stand, inferred from noises heard
- 36 Footpath

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